

Revision: Measuring devices and new adjusting values included. Text revised.

All engines

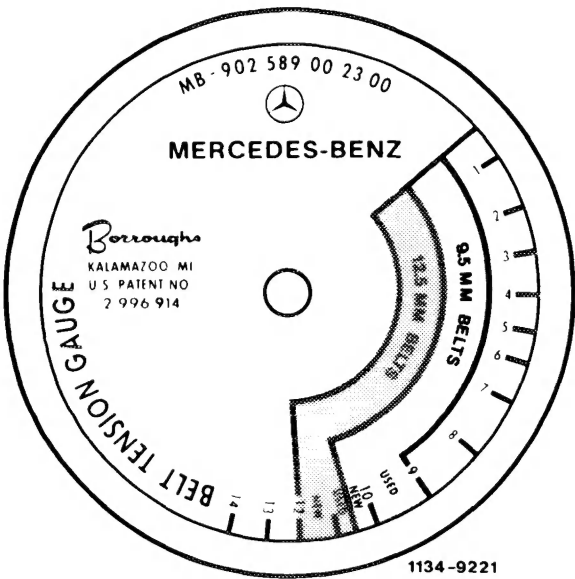
Adjusting values with Borroughs measuring device

| V-belt<br>(Profile in mm/in.)            | Gauge dial number for<br>new V-belts tension <sup>1)</sup> | Gauge dial number for<br>used V-belts tension |
|--|--|---|
| 9,5 mm (0,374")                          | 10,0 to 10,5<br>(green zone on dial)                       | 9 to 10<br>(green zone on dial)               |
| 12,5 mm (0,492")                         | 11 to 12<br>(red zone on dial)                             | 10,5 to 11<br>(red zone on dial)              |
| Two-belt drive<br>(each individual belt) | 10<br>(green zone on dial)                                 | 9,5<br>(green zone on dial)                   |

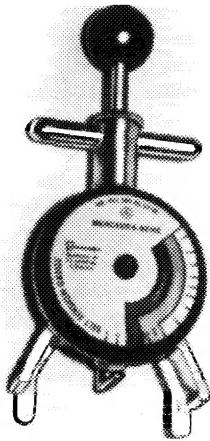
<sup>1)</sup> These values are only valid for new V-belts installed for the first time.

Conventional tool

| Description          | Part No.         |
|----------------------|------------------|
| V-belt tension gauge | 902 589 00 23 00 |



1134-9221



113-18703

- 1 Green zone for 9,5 mm (3/8") V-belt
- 2 Red zone for 12,5 mm (1/2") V-belt

Arrow = indicator marking for reading gauge

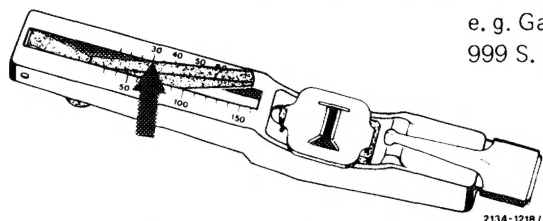


**Adjusting values with Kriket measuring device**

| V-belts<br>(profile width in mm) | New V-belts<br>(KG scale on measuring device) | Used V-belts<br>(KG scale on measuring device) |
|----------------------------------|---|--|
| 9.5                              | 30  | 20–25  |
| 12.5                             | 50  | 40–45  |

**Conventional tool**

Measuring device (Kriket)



e. g. Gates Rubber Company  
999 S. Broadway, 80217 Denver/Colorado

**Checking condition of V-belts**

Replace cracked, porous, burnt or worn V-belts.

**Note:** If one of the two V-belts of double belt drive fails due to wear, always replace both V-belts.

Mount only V-belts of one manufacturer together.

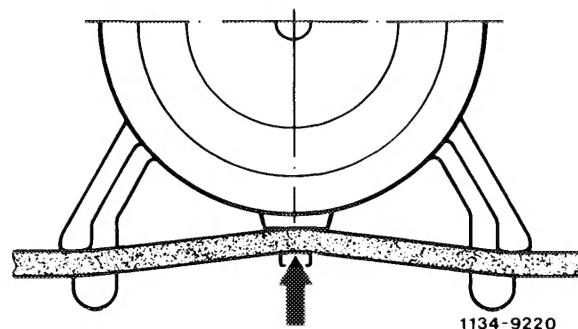
V-belts are available in spare parts sector in sets only.

**Installation and tensioning of V-belts**

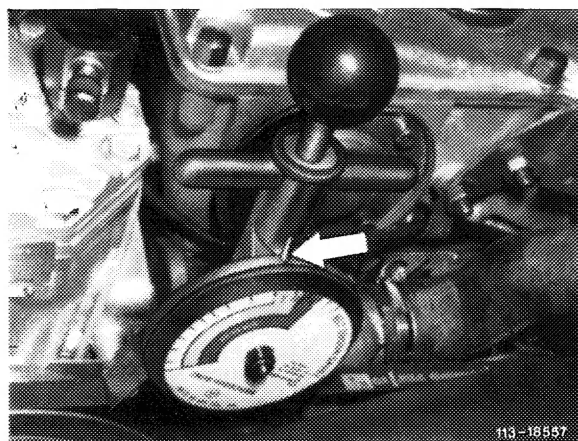
It is important for proper installation of a V-belt that the corresponding accessory unit or the belt tensioner be sufficiently loosened to permit the belt to be placed on the pulleys effortlessly. In addition, the surfaces of the pulleys in contact with the V-belt must be free of burrs, rust and dirt. Keep away oils, grease and chemicals, and do not use belt dressing or similar products. New V-belts must be tightened to the values given for **new** V-belts (see table). Run engine approximately 10 to 15 minutes with accessories turned on. If it is necessary to replace a V-belt during a regular Maintenance Service, the V-belt should be installed before testing or adjusting the engine. This can eliminate the separate 10 to 15 minute running time for V-belt installation. After running of the engine or after road testing, check tension of V-belt. The reading should correspond now with the value specified for **used** V-belts. If necessary, retighten V-belt. This also applies to checking of V-belt tension at the first maintenance service, or any other applicable service.

**Checking tension with Borroughs measuring device**

Fully depress the plunger to permit the hook to engage the belt. Release the plunger with a quick motion and read the dial.



**Note:** Some belts are only accessible from below.



Arrow = Read gauge at indicator marking

**Checking tension with Kriket measuring device**

For handling of equipment refer to operating instructions.

For specified adjusting values refer to KG scale of measuring device (arrow).

**Note:** Retensioning of respective V-belts is described under Job No. 756.

